

## Fuel oil non-availability report

NOTE: Send this report via email to: [marine-eca@epa.gov](mailto:marine-eca@epa.gov)

Name of Vessel: M.T ALPINE LOYALTY		Flag: SINGAPORE			IMO Number: 9430284
(if other relevant registration # enter here) :Official Number		393863			
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available):					
Vessel in North American ECA Region i.e; Discharging / Back Loading at Come By Chance, Canada Proceed To New York, USA.					
Port of Origin:	Come By Chance, Canada	Date:	04-Sep-2013		
Port of Destination:	New York, USA	First US port of Arrival:	New York, USA		
Date vessel first received notice that it would be transiting in the N. American ECA:					Vessel Presently In ECA.
Vessel's location at the time of notice:		Come By Chance, Canada			
Date/Time ship operator expects to enter N American ECA:			Vessel in North American ECA Region.		
Date/Time ship operator expects to exit N American ECA:			TBA		
Projected days ship's main propulsion engines will be in operation within N American ECA:					
Sulfur content of fuel oil in use when entering and operating in the N American ECA:					.97 % upon entering 2.8 % From the 10 <sup>th</sup> until Arrival to New York – Roughly 80 MT worth of steaming bunkers.
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:					
<p>The Situation is as follows: On 31. 7. 2013 the Vessel Lifted 217.710 MTS of LSFO at Houston From Suppliers Chemoil (BDN Attached). On board the vessel already had 161.200 MT of LSF in a separate tank. Over the course of the next two voyages the vessel did not enter the NA ECA zone, she returned on August 26<sup>th</sup> for a Load operation at New York. At this time the bunker analysis for the LSF loaded at Houston came back with an unacceptable sediment reading (Analysis attached). After further sampling and consultation with technical managers and engine manufactures it was determined that the sediment levels of the LSF lifted in Houston were off spec and unburnable without serious repercussions to the vessels safety (Explanation attached form tech managers). Due to tank space restrictions the vessel lifted its maximum amount of LSF 190.040 MT at New York while keeping the offspec fuel in a separate tank. De-bunkering could not be arranged on such short notice and vessels next voyage was fixed to discharge then reload out of Come By Chance Canada. After trying to secure a supply in Come By Chance through North Atlantic Refining Via I.C.S Petroleum (Communication Attached) it was determined that there was no supply at Come By Chance and vessel would have to wait until its return to New York to debunker the offspec fuel and load on spec LSF. The vessel currently has Compliant Fuel on board and should last until September 10<sup>th</sup> or 11<sup>th</sup> depending on discharge rate, but will run out en route to New York for discharge.</p>					

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If Applicable
Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):
See above.

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Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:
Off Spec bunkers will be offloaded upon vessels return to New York and compliant fuel will be loaded in all available tank space.


Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:							
We will stem for delivery upon arrival to New York. Supplier TBC.							
If compliant fuel oil is(was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:							
List below U.S. ports visited in the last 12 months:			If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:				
Name	Date	Did vessel use compliant fuel oil? (yes/no)	Report	Date	Port	Type of Fuel	Comments
A ) New York	26Aug'13	YES					
B ) Houston	29July'13	YES	1)				
C ) Brownsville	24July'13	YES	2)				
D ) Gretna	17July'13	YES	3)				
E ) St. Rose	11July'13	YES	4)				
F ) Fisher Island	21June'13	YES					
G ) Port Everglades	19June'13	YES					
H ) Gretna	24Mar'13	YES					
I ) Magellan Merraro	23Mar'13	YES					
J) Mt. Airy	21Mar'13	YES					
K ) Mobile	16Mar'13	YES					

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L ) St. Rose	18Feb'13	YES				
M ) Mt. Airy	26Jan'13	YES				
N ) Port Arthur	13Jan'13	YES				
O ) Gretna	18Dec'12	YES				
P ) St. Rose	12Dec'12	YES				
Q ) Galveston Lightering Anch	16Nov'12	YES				
R ) Beaumont	13Nov'12	YES				
S ) St. Rose	24Oct'12	YES				
T ) Pascagoula	19Oct'12	YES				
U ) Mt. Airy	17Sept'12	YES				
V ) Garyville	14Sept'12	YES				
W ) York Town	08Aug'12	YES				
Ship Master Name:		Capt. Anthony Simon Kattookaran	Ship Operator Name:		ST Shipping & Transport Pte Ltd.	
Legal Agent in the U.S.:		GAC Shipping USA	Ship Owner Name:		West Maritime Pte Ltd.	
Name of designated Corporate Official: Lauren Miller						
Address (Street, City, Country, Postal Code):			The Old Trading House 15 Northburgh ST, 3rd floor London EC1V 0JR		Tel. Num.: +44 20 7412 3289	

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001

Signature 	Print Name <i>Marcus Souza</i>	Date <i>9/9/2013</i>
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